

ALEXANDRIA GAZETTE.

FRIDAY EVENING, MARCH 8, 1901.

Timid Woman, Callous Brute.

There is an F street real estate man whose pretty home is in one of the pleasantest streets in the older part of town. He is just an ordinary man, with no particular sympathy for the fears of nervous women; he has been married 15 years, and his wife is one of those women who fairly revel in all sorts of painful imaginings and frightful forebodings. She always makes her will when she starts on a journey, and she never fails to forgive all her enemies before she trusts herself behind any kind of a horse. There has not been a night in all the 15 years of her married life that she hasn't either smelled smoke or heard burglars. Last week, in the middle of one night, the husband felt the familiar pinch which for 15 years has caloused his arm. He heard the familiar voice say the same old words:

"Oh, Charles! Do get up! I smell smoke!"

As usual, for after 15 years of that sort of thing even an ordinary man learns not to argue with a woman, he climbed obediently out of bed and went to the window. The street below was full of people, and a fire engine was puffing away at the corner.

"Oh, Charles!" called the wife. "Is the house on fire?"

Fifteen years have made Charles' feelings as callous as his arm.

"Yes," said he brutally; "thank goodness the house is on fire at last. Now perhaps you'll stop worrying."—Washington Post.

Daniel O'Connell's Fees.

In the National Library of Ireland this is the fee book of Daniel O'Connell. This volume, in its 100 pages or so of parallel columns, laboriously prepared by the hand of the liberator himself, shows in pounds, shillings and pence his early struggles. O'Connell was called to the Irish bar in 1798—the year of the rebellion—and seven days later he got his first brief, from a brother-in-law, who retained him to draft a declaration on a promissory note. The only other business he got that year was also given him by a kinsman—a cousin—and it was of the same kind. The fee on each occasion was £1 2s. 9d. It was in one of his earliest cases that O'Connell made the retort that attracted attention to him. He was cross-examining an awkward witness, who declared that he had drunk nothing but his share of a pint of whisky. "On your oath, now," thundered the young counsel, "was not your share all but the pewter?"

O'Connell's fee book is an interesting record of his rapid rise in the profession. For the first year, as we have seen, his income amounted to only £2 6s. 6d. Next year he earned over £50, and the year after he made over £400. According to memoranda made in his own handwriting his income in 1803 was £405, and in the following years, £775, £840, £1,077, £1,713, £2,198, £2,739, £2,951, £3,047 and £3,808 respectively.

Anticipated.

He was a Scotch minister in a small country parish, and he was sometimes put to it for fresh pasture wherewith to feed his flock. One day, however, he bethought himself that he had never thoroughly exhausted the subject of Jonah, and his heart rejoiced. Jonah and the whale was a sort of thing whereby you could easily drag out a sermon its allotted two hours. He was in full career and had reached triumphantly the anatomical peculiarities of the case.

"An what feesh do ye think it was?" he cried in stentorian tones. "Abilins ye think it was a haddie? Na, na. It could nae be a haddie for to tak a big mon like you in his belly. Aweel, abilins ye think it was a salmon, but I tell ye, na, na. It was nae a salmon, for deed I doubt if they ever see salmon yonder. Aweel, abilins ye're thinking it was a big cod!"

Here an aged and weary voice piped up from the body of the church:

"Abilins it was a whale!"

"An the dell hae ye, Maggie Macfarlane, for takin the word o' the mouth o' God's meenister!"—Lippincott's Magazine.

Condensed Reprint.

Occasionally there is to be found a proprietor of a secondhand bookstore who is something more than the nature of his business would seem to indicate. He regards his old and rare volumes rather as a collection than a stock of goods and experiences a pang when he parts with one.

A dippy young man dropped into a secondhand bookstore kept by a man of this kind.

Taking down several choice old books from the shelves, he fingered them carefully and replaced them. They happened to treat of abstruse subjects and did not appeal to him.

"Are any of these books for hire?" he asked carelessly.

"No, young man," sharply answered the proprietor. "They are for lore."—St. Louis Republic.

Fires in New York.

Fires in all parts of New York city are most common between 8 and 9 p. m. and are least common between the hours of 6 and 7 p. m. Between 5 and 6 in the morning there are very few fires; between 6 and 7 there are the fewest, but after 7 o'clock the number steadily increases until 9 o'clock at night, when a rapid diminution begins, the increase being again resumed at 7 p. m.—New York Sun.

One Man to Be Saved.

"I have determined," said the sweet young thing, "to devote myself to the cause of temperance."

"In what way?"

"Well," she answered, "recently published statistics show that there is less dissipation among married men than among single men."—Chicago Times-Herald.

When you are bilious no two famous little pills known as Dr. Williams' Little Blue Pills to cleanse the liver and bowels. They never gripe.

COFFEES HAVE ADVANCED, BUT WE ARE STILL SELLING THEM AT OLD PRICES.

CHOICE EVAPORATED APPLES, SEE LIST AT W. P. WOOLLS & SONS.

RAILROADS.

PENNSYLVANIA RAILROAD.

TRAINS LEAVE WASHINGTON.

STATION CORNER OF SIXTH AND B STREETS.

For Alexandria 4:30, 7:46, 8:35 and 11:41 A. M. 3:12, 4:25, 5:00 and 6:55 P. M. Sunday 4:30, 7:46 and 8:35 A. M. and 3:12, 4:25 and 5:00 P. M.

For Washington 7:23, 8:00 and 8:29 A. M. 12:14, 3:03, 7:29, 9:15 and 11:03 P. M. Sunday 7:23, 8:29 and 11:51 A. M., 7:52, 9:15 and 11:03 P. M.

7:45 A. M. Week Days. PITTSBURG EXPRESS—Parlor and Dining Cars, Harrisburg to Pittsburgh.

10:50 A. M. PENNSYLVANIA LIMITED—Pullman Sleeping, Dining, Smoking and Observation Cars Harrisburg to Chicago, Cincinnati, Indianapolis, St. Louis, Cleveland and Toledo. Buffet Parlor Car to Harrisburg.

10:50 A. M. EAST LINE—Pullman Buffet Parlor Car to Harrisburg. Buffet Parlor Car Harrisburg to Chicago.

3:30 P. M. CHICAGO AND ST. LOUIS EXPRESS—Sleeping car Washington to St. Louis and Washington to Toledo, and sleeping and Dining Cars Harrisburg to Indianapolis, St. Louis, Cleveland, via Cincinnati.

7:45 P. M. WESTERN EXPRESS—Pullman Sleeping Car to Pittsburgh and Chicago. Dining Car to Chicago.

7:45 P. M. CLEVELAND AND CINCINNATI EXPRESS—Pullman Sleeping Car Washington to Pittsburgh and Harrisburg to Cleveland and Cincinnati. Dining Car to Cleveland.

10:40 P. M. PACIFIC EXPRESS—Pullman Sleeping Car to Pittsburgh.

7:45 A. M. For Erie, Canandaigua, Rochester and Buffalo.

7:45 P. M. daily for Williamsport and Buffalo (via Emporium Junction) with through Buffet Sleeping Car, for Rochester, Erie, Buffalo and Niagara Falls daily except Saturday, with Sleeping Car Washington to Rochester.

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RAILROADS.

Southern Railway.

Schedule in effect January 12, 1901.

Trains leave Alexandria:

11:35 A. M.—Daily—U. S. Fast Mail.

Sleeping cars to New Orleans, Columbia, Savannah and Jacksonville, uniting at Salisbury with sleeper for Asheville, Chattanooga and Memphis, and at Danville with sleeper for Birmingham. Sold train Washington to New Orleans. Dining car service.

11:57 A. M.—Daily—Local for Charlottesville.

4:23 P. M.—Week Days—Local for Front Royal, Strasburg and Harrisonburg.

4:52 P. M.—Daily—Local for Charlottesville.

6:52 P. M.—Week Days—New York and Observation Cars New York and Washington to St. Augustine and Palm Beach. Dining Room Sleeping Cars and Library and Observation Cars New York and Washington to St. Augustine and Palm Beach. Dining Room Sleeping Cars and Library and Observation Cars New York and Washington to St. Augustine and Palm Beach.

10:15 P. M.—Daily—New York and Florida Express. Sleeping cars to Augusta, with connections for Aiken and Charleston, and to Savannah, Jacksonville, and to Jacksonville, through cars to Jacksonville. Dining car service.

10:15 P. M.—Daily—Washington and Chesapeake Limited (via Lynchburg). Sleeping cars to Roanoke, Knoxville, Chattanooga, Memphis and New Orleans. Through coach service.

11:05 P. M.—Daily—Sleeping cars to Asheville, Knoxville, Chattanooga and Nashville, and to Atlanta, Macon, Birmingham, Memphis, Montgomery, Mobile and New Orleans. Dining car service. Sleeping Car Washington to Fincastle, N. C., Tuesdays and Thursdays. Sunset Route. Tourist sleeper Washington to San Francisco Mondays, Wednesdays and Fridays.

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